NOTHING TO DO.

A strip of snowiest linen Half-broidered and stamped in blue, And the gleam of a threadless needle Piercing the pattern through : The needle is ready, yet the sweet little Lady Sits sighing for something to do. Heaped on the table beside her

Blessoms of every hue ; Delicate, odorous roses-The rarest that ever grew:
The vase stands ready, while the sweet little

Sits wishing for something to do. Half hid under flowers a volume In daintiest gold and blue, Just parted, as if it would open

At "The Miller's Daughter" for you : The book lies ready, yet the sweet little Lady Sits sighing for something to do. A silent harp in the corner, And melodi s old and new

Scattered in pretty disorder-Songs of the false and the true : The harp stands ready, still the sweet little Lady Sits longing for something to do. A sudden wind-sweep and flutter-

The door wide open blew ; A step in the hall, and swiftly, Like a bird, to the threshold she flew : Blushing, already the sweet little Lady Forgets she has nothing to do!

A BEAUTIFUL ROMANCE.

LEAVES FROM THE LIFE OF AN ARTIST.

THE PAINTER OF ROTTERDAM.

BY MISS AMELIA B. EDWARDS, THE CELEBRATET

ENGLISH NOVELIST, AUTHORESS OF "HALF A MILLION OF MONEY," ETC. My father was a trader and distiller at Schie-dam, on the Mass. Without being wealthy, we enjoyed the means of procuring every social

comfort. We gave and received visits from a few old friends, we went occasionally to the theatre, and my father had his tulip-garden and summer-house at a little distance from Schiedam, on the banks of the canal which connects the

town with the river.
But my father and mother, whose only child I was, cherished one dream of ambition, in which, fortunately, my own tastes led me to participate; they wanted me to become a painter. "Let me but see a picture of Frank Linden in the gallery of Rotterdam," said my father, "and I shall die happy." So, at fourteen years of age, I was removed from school, and placed in the classes Messer Keeler, an artist living at Delit.
Here I made such progress, that, by the time I had reached my nineteenth birthday, I was transferred to the atelier of Hans van Roos, a descendant of the celebrated family of that time. Van Roos was not more than therty-eight or forty years of age, and had already acquired considerable reputation as a painter of portraits and sacred subjects. There was an altar-piece of his in one of our finest churches; his works had occupied the place of honor for the past traiture numbered among his patrons most of the wealth erchants and burgomasters of the city. Indeed, there could be no question that my master was rapidly acquiring a fortune commensurate with his popularity.

Still he was not a cheerful man. It was whis-

pered by the pupils that he had met with a dis-appointment early in life—that he had loved, been accepted, and on the eve of marriage was rejected by the lady for a more wealthy suitor. He came from Friesland, in the north of Holland, when a very young man. He had always been the same gloomy, pallid, labor loving cuti-zen. He was a rigid Calvinist. He was sparing of domestic expenditure, and liberal to the poor. This every one could tell you, and no one knew

The number of his pupils was limited to six. He kept us constantly at work, and scacely permitted us to exchange a word with each other during the day. Standing there among us so silently, with the light from above pouring down upon his palid face, and becoming absorb ed in the sombre tolds of his long black dress ing-gown, he looked almost like some stern old portrait himself. To tell the truth, we were all somewhat afraid of him. Not that he assumed any undue authority; on the contrary, he was stately, gilent, and frigidly polite; but his polite ness had in it something oppressive, and we were all happier out of his pre-ence. None of us re-sided under his roof. I had a second floor in a neighboring street, and two of my fellow-students occupied rooms in the same house. used to meet at night in each other's chambers and made excursions to the exhibitions and theatres; and sometimes, on a summer's evening, we would hire a pleasure-boat and row for a mile or two down the river. We were merry enough then, and not quite so silent, I promise you, as in the gloomy studio of Hans van Roos. In the meantime, I was anxious to glean every benefit from my master's instructions, I im-proved rapidly, and my paintings soon excelled those of the other five. My taste did not in-cline to the sacred subjects, like that of Van toos, but rather to the familiar rural style of Berghem and Paul Potter. It was my great delight to wander among the rich pasture lands; to watch an amber sunset, the herds going home to the dairy, the lazy wind-mills, and the caim, clear waters of the canals, scarcely railled by the passage of the public terckschuyt. In de

The slow canal, the vellow-blossomed vale, The wislow-tuffed bank, the gliding sail-I was singularly fortunate. My master never praised me by word or look; but when my lather came up one day from Schiedam to visit, he said to him, in a tone inaudible to the rest, that "Messer Franz would do credit to the pro fession;" which so delighted the good distiller that he straightway took me out with him tor the day, and, having given me fifteen gold pieces as a test monial of his satisfaction, took

me to dine with his triend the burgomaster, Van Gael. It was an eventful visit for me. On that evening I first fell in tove. Few people, I think, would at that time have personal attractions of Gertrude van Gael: yet I do not know that it was so much her features as her soit voice and gentle, womanly grace that fascinated me. Though so young, she performed the honors of her father's princely table with self-possession and good breeding. the evening she sang some sweet German songs to her own simple accompaniment. We talked of books and of poetry. I found her well read in English, French, and German literature. We spoke of art, and she discovered both judgment

and enthusiasm. As we took our leave at night the Burgomaste shook me warmly by the hand, and told me to come often. I fancied that Gertrude's blue eyes brightened when he said it, and I felt the colo rush quickly to my brow as I bowed and thanked hum.

"Franz," said my father, when we were once more in the street, "how old are you?" "Just twenty two, sir," I replied, rather sur-

prised at the question. "You will not be dependent on your brush my boy," continued my father, as he leaned upon my arm and looked back at the lofty mansion we had just left. "I have been neither wasteful nor unsuccessful; and it will be my pride to leave you a respectable income at my death.

I inclined my head in silence, and wondered what would come next. "Burgomaster van Gael is one of my oldest friends," said my father. "I have often heard you speak of him, sir,"

"And he is rich." "So I should suppose "Gertrude will have a fine fortune," said my father, as if thinking aloud.

I bowed again; but this time rather nervously. 'Marry her, Franz." I dropped his arm and started back.

"Sir!" I faltered, "I-I marry the Fraulein "And pray, sir, why not ?" said my father, curtly, stopping short in his walk and leaning ooth hands upon the top of his walking-stick.

"Why not, sir?" repeated my father, very ener-ctically. "What could you wish for better? The young lady is handsome, good tempered, educated, and rich. Now, Franz, if I thought you had been such a fool as to form any other

attachment without---"Oh, sir, you do me injustice!" I cried. "But "Oh, sir, vou do me injustice!" I cried. "But do you think that—that she would have me?"
"Try her, Franz," said my father, good humoredly, as he resumed my arm. "If I am not very much mistaken, the burgomaster would be na well pleased as myself; and as for the Frau-

en-women are easily won."
We had by this time reached the door of the nn where my father was to sleep for the night. As he left me his last words were:—

"Try her, Franz-try her."
From this time I became a frequent visitor at From this time I became a frequent visitor at the house of the Burgomaster van Gael. It was a large, old-ia-honed mansion, built of red brick, and situated upon the famous line of houses known as the Boomjes. In front my the broad river, covered with merchant vessels, from whose masts fluttered the flags of all the trading nations of the world. Tall trees, thick with foliage, lined the quay, and the sunlight flickered through the leaves upon the spacious drawing-rooms of Gertrude's home.

Here, tight after night, when the studies of

Here, light after night, when the studies of the day were over, I used to sit with her beside the open window, watching the busy crowd beneath, the rippling river, and the rising moon that tipped the masts and city spires with silver. Here we read together from the first pale stars

that trembled into light.

It was a happy time. But there came at last a time still happier, when, one still evening, as we sat alone, conversing in infrequent whispers and listening to the beating of each other's hearts, I told Gertrude that I loved her; and she, in answer, laid her fair head upon my shoulder with a sweet confidence, as if content so to rest forever. Just as my father had predicted, the burgomaster readily sanctioned beirothal, specifying but one condition, and this was that our marriage should not take place till I had attained my twenty-fifth year. It was a long time to wait, but I should by that time, perhaps, have made a name in my profession. I intended soon to send a picture to the annual exhibition—and who could tell what I might not do in three years to show Gertrude how dearly I loved her?

And so our happy youth rolled on, and the quaint old dial in the Messer van Gael's garden told the passage of our goldenhours. In the meantime, I worked sedulously at my picture. I labored upon it all the winter; and when spring time came I sent it in, with no small anxiety as to its probable position upon the walls of the gallery. It was a view in one of the streets of Rotterdam. There were the high old houses with their gables and carved door-ways, and the red sun set glittering on the panes of the upper windows; the caual flowing down the centre of the street, the white drawbridge, with a barge just passing underneath, the green trees deep in the shadow, and the spire of the church of St. Lawrence rising beyond against the clear, warm sky. When it was quite finished and about to be sent away, even Hans van Roos nodded a cold encouragement, and said that it deserved a good position. He had himself prepared a painting this year, on a more ambitious scale and a larger canvas than usual. It was a sacred subject, and represented the conversion of St. Paul. His pupils admired it warmly, and none more than myself. We all pronounced it to be his masterpiece, and the artist was evidently of our

The day of the exhibition came at last. I had scarcely slept the previous night, and the early morning found me with a number of other students, waiting impatiently before the yet un-opened door. When I arrived, it wanted an hour to the time, but half the day seemed to elapse before we heard the heavy bolts give way inside, and then forced our way through the narrow barriers. I had flown up the stair case, and found myself in the first room before I remem-bered that I should have purchased a catalogue at the door. I had not patience, however, to go back for it; so I strone round and round the room, looking eagerly for my picture. It was nowhere to be seen, and I passed on to the next. Here my

search was equally unsuccessful.
"It must be in the third room," I said to myselt, "where all the best works are placed! Well, it it be hung ever so high, or in ever so dark a corner, it is, at all events, an honor to have one's picture in the third room!"

But though I snoke so benealy it was with sinking heart I ventured in. I could not really ope for a good place among the magnates of the art; while in either of the other rooms there and been a possibility that my picture might re-

cive a tolerable position. The house had formerly been the mansion of merchant of enormous wealth, who had left it, with his valuable collection of paintings, to the State. The taird room had been his reception-chamber, and the space over the magnitude cent-carved chimney was assigned as the place of honor to the best painting. The painter of this picture always received a costly prize, for which he was likewise indebted to the munidcence of the founder. To this spot my eyes were naturally turned as I entered the door. Was I dreaming? I stood still-I turned hot and cold by turns-1 ran forward. It was no illusion. There was my picture, my own picture, n its little modest frame, installed in the chies place of the gallery! And there, too, was the official card stack in the corner, with the words 'PRIZE PAINTING" printed upon it in shining gold letters. I ran down the staircase, and bought a catalogue, that my eyes might be gladdened by the confirmation of this joy; there, sure enough, was printed at the commencement, "ANNUAL PRIZE PAINTING—View of Rotterdam, No. 127—Franz Linden." I could have wept for delight. I was never tired of looking at my picture. I walked from one side to the other, I retreated, I advanced closer to it, looked at it in every possible light, and forgot

all but my happiness.
"A very charming little painting, sir," said a voice at my elbow. It was an elderly gentleman, with gold spectacles and an umbrelia. I colored up, and said,

talteringly:-Do you think so ?" "I do sir," said the old gentleman?" "I am an amateur-1 am very fond of pictures. I presume that you are also an admirer of art?"

I bowed. "Very nice little painting, indeed; ve-ry nice," he continued, as he wiped his glasses, and ad-justed them with an air of a connoisseur. "Waters very liquid, colors pure, sky transpa-rent, perspective admirable. I'll buy it."

Will you?" I exclaimed, joyfully. "Oh, thank you, sir!"
"Oh," said the old gentleman, turning suddenly upon me and smiling kindly, "so you are the artist, are you? Happy to make your acquaint-ance, Messer Linden. You are a very young

man to paint such a picture as that, I congratu-late you sir; and-Pil buy it," So we exchanged cards, shock hands, and be-came the best of friends in the world. I was burning with impatience to see Gertrude, and tell her all my good fortune; but my new patron took my arm, and said that he must make tae tour of the rooms in my company; so I was

forced to comply.

We stopped before a large painting that occupied the next best situation to mine; it was my master's work, the Conversion of St. Paul. While I was telling him of my studies in the atelier of the painter, a man started from before us, who glided away, but not before I had recognized the pale countenance of Van Roos. There was something in the expression of his face that shocked me—something that stopped my breath, and made me shudder. What was it? I scarcely knew; but the glare of his dark eyes and the quivering passion of his hp baunted me for the rest of the day, and came back again in my dreams. I said nothing of it to Gertrude that afternoon, but it had effectually sobered my exuitation. I dreaded, next day, to return to the studio; but to my surprise, my master received me as he never had received me before. He ad-

vanced, and extended his haud to me, "Welcome, Franz Linden," he said, smiling. "I am proud to call you my pupil." The hand was cold, the voice was harsh, the smile was passionless. My companions crowded round, and congratulated me, and in the warm tones of their young, chestful voices, and the close pressure of their friendly hands, I forgot all that had troubled me in the manner of Van

formed had it been in my power to do so. portraitore was not my line. I could paint a sleck spotted cow, or a drove of sheep, far better than the fair skin and golden curls of my darling

She could not endure the artist from the first In vain I reasoned with her—all was of no use; and she used to say, at the end of every such conversation, that she wished the portrait was unlabed, and that she could no more help disliking him than-than she could help loving me.

So our arguments always ended with a kiss.
But this portrait took a long time. Van Roos was in general a rapid painter; yet Gertrude's likeness progressed at a very slow pace, and, hke Penelope's web, seemed never to be com-pleted. One morning I happened to be in the room—a rare event at that time, for I was hard at work upon my new landscape—and I was struck by the change that had come over my late master. He was no longer the same man. There was a light in his eye and a vibration in his voice that I had never observed before; when he rose to take leave, there was a studied courtesy in his bow and manner that took me

quite by surprise, Still, I never suspected the truth, and still the portrait was as far as ever from being unished. It came out at last, and one morning Hans van Roos made a formal offer of his hand and

heart. Of course, it was refused, "But as kindly as was possible, dear Franz," she said, when she told me in the evening, "be cause he is your friend, and because he seemed to leel it so deeply. "And—and you don't know how dreadfully white he turned, and how he tried to restrain his tears. I pitted him, Franz; indeed, I was very sorry."

And the gentle creature could scarcely keep from weeping herselt as she told me, I did not see Van Roos for some months after this discourse. At last, I met him accidentally in front of the stadthouse, and to my surprise, for the second time in his life he held out his

"A good day to you, Messer Linden," said he, "I hear that you are on the high road to fame

"I have been very prosperous, Messer Van Roos," I replied, taking the proffered hand. "But I never forget that I owe my present proficiency to the hours spent in your atelier."

A peculiar expression flitted over his face.
"It I thought that," said he hastily, "should esteem myself particularly happy."

There was so odd a difference in the way in which he uttered the beginning and fend of his centences—so much hurry and passion in the first half, such deliberate politeness in the last, that I started and looked him full in the face. He was as smiling and impenetrable as a marble "I, too, have been fortunate," he said, after a

moment's pause. "Have you seen the new church lately built near the east end of the Ha-I replied that I had observed it in passing, but had not been inside.

"I have been entrusted," he said, "with the superintendence of the interior decorations. My 'Conversion of St. Paul' is purchased for the altar-piece, and I am now engaged in painting a series of nescoes upon the ceiling- Will you come in, one day, and give me your opinion upon them?" I professed myself much flattered, and ap-

pointed to visit him in the church on the follow-ing morning. He was waiting for me at the door when I arrived, with the heavy keys in his hand. We passed in and he turned the key in "I always secure myself against intruders." he

said, smiling, "People will'come into the church if I leave the doors unfastened, and I do not choose to carry on my art, like a sign-painter, in the presence of every blockhead who chooses to stand and stare at me."

It was surprising in what a disagreeable manner this man showed his teeth when he

The church was a handsome building, in the Italian style, which intimates the antique, and prefers grace and magnificence to the digasted anctity of the Gothic order. A row of elegant Corinthian columns supported the root at each side of the nave; gilding and decorative cornices were lavished in every direction; the gorgeous altar-piece already occupied its appointed station; and a little to the left of the railed space where the communion table was to be placed a oity scaffolding was erected that seems where I stood, almost to come in contact with the roof, and above which I observed the yet unfinished sketch of a masterly fresco. Three or four more, already completed, were sta-tioned at regular intervals, and some others were merely outlined in charcoal upon their intended site.

"Will you not come up with me?" asked the painter, when I had expressed my admiration officiently; "or are you afraid of turning riddy ?"

I telt somewhat disinclined to impose this trial on my nerves, but still more disinclined to conless it; so I followed him up from flight to light of the frail structure without once daring

At last we reached the summit: as I had sup posed, there was not even room enough for the artist to assume a sitting posture, and he had to paint while lying on his back. I had no fancy to extend myself on this lofty couch; so I only litted my head above the level of his flooring, looked at the fresco, and descended immediately to the flight below, where I waited till he re oined me.

"How dangerous it must be," said I, shudder ing, "to let yourself down from that abominable perch!" "I used to think so t first," he replied, "but I am now quite accustomed to it. Fancy," said

he, approaching close to the edge of the scafording, "iancy falling from here to the church below "Herrible!" cried I. "I wonder how high it is from the lever of the

pavement," continued Van Roos, musingly, "a hundred and eighty feet, I dare say—perhaps two hundred. I drew back, giddy at the thought. "No man could survive such a fall," said the painter, still looking over. "The thickest skull would be dashed to atoms on the marble down

there." "Pray, come away," said I, hastily. "My head swims at the very idea."
"Does it?" said he, turning suddenly upon me "Does it?" said he, turning suddenly upon me, with the voice and eye of a fiend—"does it? Fool!" he cried, as he seized me round the body in his iron clasp—"fool, to trust yourself here with me—me whom you have wronged, whose life you have blasted—me whom you have crossed in fame and in love. Down, wretch, down! I've vowed to have your blood,

and my time has come!" It sickens me even now to recall that desperate struggle. At the first word I had sprang back and selzed a beam above my head. He strove to tear me from it. He foamed at the mouth; the veins rose like knots upon his fore-head; and still though I lelt my wrists strained head; and still though I left my wrists strained and my fingers cruelly lacerated—still I held on with the terrible energy of one who struggles for dear life. It lasted a long time—at least it seemed long to me—and the scaffolding rocked beneath our feet. At length I saw his strength failing. Suddenly I loosed my hold, and threw my whole weight upon him. He staggered, he shrieked, he tell.

shrieked, he tell. I dropped upon my face in mute horror. An age of silence seemed to clapse, and the cold dews stood upon my brow. Presently I heard a dull sound far below. I crawled to the oring of the scallolding and looked over. A shapele's mas was lying on the marble pavement, and all around it was red with blood.

I think an hour must have elapsed before I could summon courage to descend. When, at length, I reached the level ground, I turned my face from what was so near my feet, and tot-tered to the door. With trembling hands and misty eyes, I unlocked it and rushed into the

It was many months before I recovered the brain fever brought on by that terrible day. My ravings, I have been told, were fearful; and had any doubt existed in the minds of men as to

Not long after this event, Gertrude's father desired to have her portrait painted, to console him for her absence, he said, when I should be so wicked as to take her a way from him. I recommended my old master, whose tutelage I had recently left; and Van Roos was summoned to fulfil a task that I would gladly have performed had it here is would gladly have performed had it here is nearly left. Rotterdam was insupportable to me. If the performed had the here is nearly left. ravings were alone sufficient to establish my innocence. A man in a delirious fever is pretsy
sure to speak the truth. By the time I was able
to leave my chamber, Gertrade had also grown
pale and spiritiess, and all unlike her former
self. Rotterdam was insupportable to me. I
found myself a hero of romance—a lion—a thing
to be stared at wherever I went; all of which only served to shatter my nerves still more. It short, change of air and scene was recommende for us both; so we thought we could not do bet ter than marry, and take our wedding tour for the sake of our healths. And I assure you, reader, it did us both a great deal of good.

PROPOSALS.

TREASURY DEPARIMENT, OFFICE LightHOUSE BOARD.

Washington City, January 6, 1886.

Sealed Proposals will be received at this office until 1 o'clock P. M., on FRIDAY, the 9th day of February, 1886, for supplying the Light-nouse Establishment with sixty incusand palions of the best quality pure Winter Strained Oil, other Lard or Sperm, to be divided into four lots, and to be delivered at the times undermentioned, alongside of the Government supply vessels, or at the warenouse or other place of deposit, to be designated by the Light-house Board, in strong, tight, iron-bound, well-mad cases, suitable for shipping, in good order, of a capacity each of from fifty to cichty gallousnot to exceed the latter. The Oil may be delivered at Boston or New York, at the option of the bilders.

The place of delivery in each case must be discovered. The place of delivery in each case must be di-tinct y stated in the bids, and will be embraced in

the contracts.

The four lets will be delivered as follows, viz.:—

The four lets will be delivered as follows, viz.:— The four lets will be delivered as follows, viz.:—
Lot No. 1.—Fifteen thousand (15,000) gallons on
the 2d day of April, 1806, or as soon thereafter as the
proper tests and gauging can be completed.
Lot No. 2.—Fifteen thousand (15,000) gallons on
the 16th day of April, 1866, or as soon thereafter as
the proper tests and gauging can be completed.
Lot No. 3.—Fifteen thousand (15,000) gallons on the
1st day of June, 1866, or as soon thereafter as the
proper tests and gauging can be completed.
Lot No. 4.—Fifteen thousand (15,000) gallons on
the 1st day of August, 1866, or as soon thereafter as
the proper test and gauging can be completed.
Separate proposals will be received at the same
time for 5000 gallons of Colza or Lard Oil, to be delivered as above stipulated, at Detroit, Michigan, on

livered as above strpulated, at Detroit, Michigan, on the 1st day of May, 1868. No bid will be considered unless from a manufac-

turer of the article.

No part of the Oil proposed for and to be embraced in the contracts under this advertisement will be accepted, received, or paid for, until it shall have been proved, to the entire satisfaction of the person or persons charged with its examination, test, and inspection, to be of the best quality pure Winter S rained Oil, and free from mixture with other or inferior or and adulterations.

The usual means for determining the obstactor and

quality of the sperm, Oi will be employed, viz :-specific gravity, burning, the amount of residuum, and any other proper tests to arrive at correct conclusions that may be deemed necessary.

The Lard Oi will be subjected to special tests, and will be rejected unless found to be, in regard to burning and fluidity under reduction of temperature, and in every other respect could for that of the standard

in every other respect equal to that of the standard adopted by the Board, of which a sample will be fur-nished on application to the Light-house En_ineer at

Bo-ton, Massachusetts.

The casks must be guaged, under the direction and personal supervision of the Inspecting Officer, by a custom house or other legally authorized and sworn gauger, according to the United States standard, and must be marked and accepted before they are re-moved from the celiar er warehouse of the contrac-tor. The temperature of the Oil will be accurately noted, and the measurements reduced to the standard temperature of 60 deg. Fahrenheit, by tables pre-

pared for the purpose.

Iroposals will be received and considered for each lot separately, or for all or the lors, at the option of the bidder; but no bid will be considered for a less quantity than that specified as one of, to be debyered at one time and place. Each old must state expirelty, written out in full, the kind of oil offered, whether street in the rate negregated. whether Sperm, Laid, or Colza, the rate per gallon, the number of the lot or lots bid for, and the place of delivery, conforming to this advertisement. Bids subnitted by different members of the same

firm or copartnership will not be considered.

The Light-house Board, under the authority of the Department, reserves the right to reject any bid, at though it may be the lowest, for other considerations than the price.

No bid will be considered for any other kind or description of oil than those specially called for in

this advertisement.

A bond, with security to the satisfaction of the Department, in a penalty equal to one-fourth of the amount of each contract made under these pro-posals, will be required of each contractor, con-cilioned for the faithful performance of the contract, to be executed within ten days after the acceptance

antee signed by one or more responsible persons, and antee signed by one or more responsible persons, and known to the Department as such, or certified by a United States district indige, attorney, nary agent, or collector of the customs, to the effect that, if the bid be accepted, the bidder will duly execute a contract in good faits, according to the provisions and terms of this advertisement, within ten days after acceptance; and that in case the said party offering shall fail to enter into the contract as aforesaid, he or they guarantee to make good the difference between the offer of the said party and the next lowest bidder. guarantee to make good the difference between the offer of the said party and the next lowest bilder. All bids must be sealed and endorsed 'Proposals for oil for Light-houses,' and then placed in another envelope, as defirected, prepaid, to the Secretary of the Light-house Board. Washington City.

All bids will be opened, publicly, at the hour and on the day specified.

on the day specified,

Payments will be made for the several lots of oil within thirty days after they shall have been re-ceived by the United States. of the Light-house Board

1 11 25t ANDREW A. HARWOOD, Secretary. GOVERNMENT SALE OF SURPLUS HARD BREAD.

SUBSISTENCE OFFICE, U. S. A. No. 8 SOUTH GAY STREET. BALTIMORE, Md., January 31, 1866 Scaled Proposals in duplicate will be received at his office daily, and opened at 12 o'clock M., on Vednesdays and Saturdays during the month of February, for the purchase of surplus GOOD HARD BREAD, on hand a this depot. The bread is in boxes or fifty (50) pounds each.

All the bread offered under this advertisement has heen carefully and thoroughly inspected, each box having been opened, examined and then re-coopered, and no bex allowed replaced which did not come up to the standard for issue to troops. No proposals received for less than twenty (20) boxes. Purchases

will be delivered on board of transports without expense to the purchaser.

Payment required in Government funds on notifi-cation of acceptance of bid. Twenty days allowed purchasers to remove stores. Should navigation be closed during this time, the time, so lost will not be considered. Proposals to be endorsed on the envelope. "Proposals for Hard Bread." and addressed to Brevt. Lt.-Col. and C. S. U. S. A., 131226 Brevt. Brig. Genl. Vols.

SHIRTS, FURNISHING GOODS, &c W. SCOTT & CO. SHIRT MANUFACTURERS,

AND DEALERS IN MEN'S FURNISHING GOODS No. 814 Chesnut Street,

FOUR DOORS BELOW THE "CONTINENTAL," 8 26 lyrp PHILADELPHIA. PATENT SHOULDER-SEAM

SHIRT MANUFACTORY AND GENTLEMEN'S FURNISHING STORE. PERFECT FITTING SHIRTS AND DRAWERS made from measurement at very short notice.
All other articles of GENTLEMEN'S DRESS GOODS in full variety. WINCHESTER & CO

706 CHESNUT STREET C. PERKINS.

LUMBER MERCHANT, Successor to R. Clark, Jr., No. 824 CHRISTIAN STREET. Constantly on hand a large and varied assortmen

DEAFNESS, BLINDNESS, AND CATARRH.—

J. ISAACS, M. D., Professor of the Eye and Ear treats all diseases appertaining to the above members with the utmost success. Testimonials from the most reliable sources in the city can be seen at his office, No. 5 19 FINE street. The Medical Faculty are invited to accompany their patients, as he has no secrets in medice.

of Building Lumber.

THE STAMP AGENCY, NO. 304 CHESNUT STREET, ABOVE THIRD, WILL BE CONTINUED AS HERETOFORE, STAMPS OF EVERY DESCRIPTION CONSTANTLY ON HAND, AND IN ANY AMOUNT.

RAILROAD LINES.

READING RAJLEO A

GREAT TRUNK LINE
FROM PHILADELPHIA TO THE INTERIOR OF
PENNSYLV NIA, THE SCHUYLKILL.
SUSQUPHANIA CUMBERLAND.
AND WYOMING VALLEYS
AND NORTH, NORTHWEST, AND THE CANADAS
WINTER ALEAN GEMEST OF PASSAGER TRAINS.
Leaving the Company's Depot, at THIRLENTE
and ALLOWHILL Streets Philadelphia at the followling hours.—

MORNING MALL

At 8:09 A. M. for Reading Lebahor Barisbarg, Poitsvife, 'Pinegrove, Tamaqua, Sunbuy, Williamsport,
Emita, Rochester, Niagara Falis Bullate Allentowe,
Wilkesbarre, Pittston, York, Carrisle 'hambersburg
Hagemiown etc, etc.
'his rain connects at READING with 'he Mast Pen
cylvenia Rai roud trains for Allentown, etc.; and with
the Lebahon Valley train for Harrisburg etc.;
PORE CLINTON with Catawissa Railroa trains
Williamsport, Lock Haven, Elmila, etc.; at HAR
HISBI RO with Forthern Centra, tumberland Valley
shad Schup Risi and Susquehanna trains for Northmanberland, Williamsport, York, Chambersburg, Pice
grove, etc.

manberland. Willamosport. York, Chambersburg. Pine grove, etc.

AFJERNOON EXPRESS
Leaves Philadelphia at 3 30 P. M., for Reading, Pottsville, Historian at 2 30 P. M., for Reading, Pottsville, Historian at Columbia Halivoad train for Columbia etc. and with Catawissa. Eniroad train for Milton. Williamsport Elmirs, Eufind, etc.

EEADING ACCOMMODATION.

Leaves Reading at 630 A. M., stooping at all way stations, arrives in Prinace phis at 930 P. M., arrives in Beading at 730 P. M., arrives in Beading at 735 A. M., arrives in Beading at 735 A. M., arrives in 120 P. M., Atternoon takes leave Harrisburg at 725 A. M., and Pottsville at 830 A. M., arriving in Philadelphia at 120 P. M., Atternoon takes leave Harrisburg at Philadelphia at 705 P. M., and Pottsville at 2°,5 P. M., arriving at Philadelphia at 705 P. M.

Harrisburg Accommediation leaves Reading at 735 A. M. and Harrisburg at 960 P. M.

Market train with a Passes ger car attached leaves Philadelphia at 12 45, noon for Reading and all way stations leaves Reading at 1°30 P. F., Philadelphia at all the above trains run daily Sundays excepted. Sunday trains leave Pottsville at 8°0 A. M., and Philadelphia at 316 P. M.

CHESTER VALLEY RAILROAD.

Passengers for Rowninghown and incremediate poin take the 8°00 A. M. A. M. aton Philadelphia

delphia at 815 P. M.

CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate point take the 500 A. M. and 430 P. M. trains from Philadelphia, returning from Downington at 705 A. M. and 240 Noon.

REW YORK EXPRESS FOR PITTSBURG AND FREE Leaves New York at 940 A. M. and 800 F. M., passing Reading at 10 A. M., and 148 P. M. connecting at Harrisburg with Pennsylvania and Northern Central Railread Express Trains for Pittsburg, Chicago, Withinsport Elmira, Bellimere, etc.

Be bruing, Express Train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg, at 3 and 900 A. M., passing Reading at 449 and 10 52 A. M., arriving at New York at 10 A. M. and 245 P. M. Sleeping Caracter of the A. M. and Pittsburg, without charge

Mail Train for New York leaves Harrisburg at 14 P. M. Mail Train for New York leaves Harrisburg at 14 P. M. Mail Train for Harrisburg leaves New York at 12 Noon,

P. M. Mail Train for Harrisburg leaves New York at 17 Noon.

SCHUYLKILL VALLEY BAILHOAD.

Trains leave Potrsvi ie at 645 and 11-00 A. M., and 7-1 P. M., te turning from Tamaqua at 735 A. M. and 140 and 145 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD.

Trains leave Auburn at 735 A. M. for Pnegrove and Harrisburg, and at 1-59 P. M. for Pnegrove and Tremont; returning from Harrisburg at 440 P. M., and from Tremont at 7-60 A. M. and 6-60 P. M.

TICKETS.

Through first class tickets and emigrant tickets to all the principal points in the North and West and Canadias The following tickets are optained only at the Office of S. Bradford, Treasurer, No. 227 S. Fourth Street, Philadelphia, or of G. A. Nicolis, General Superintendent Reading.

COMMUTATION TICKETS.

COMMUTATION TICKETS.

At 25 per cent discount, between any points desired for amilles and firms
MILEAGE TICKETS. Good for 2000 miles, between all points, at \$52.50 each for families and firms
SEASON TICKETS,
For three, six nine or twelve months, for holde only, to all points at reduced rates
CLI RGYMEN
Residing on the line of the road will be furnished with cards, entitling themselves and wives to tickeds at half-tare.

EXCURSION TICKETS,
From Phi adelphia to principal stations, good for Saturday, Sunday and Mouday at reduced fare, to be had only at the Ticket Office at Thirteenth and Callow-hill streets.

hill streets.

FREIGHT.

Goods of all descriptions forwarded to all the above points from the Company's New Freight Depot, Broad and Willow streets

FREIGHT TRAINS.

Leave Philadelphia dany at 5-30 A. M., 12-45 noon, and 8-90 k M, for Reading Lebanon, Harrisourg, Pottsville. Per Clinton, and all points beyond.

MAILS

Close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M. and for all principal Stations only at 2-15 P. M.

10 OR NEW YORK.—THE CAMDEN AND Company and Philadelphia and Trenton Railroad Company and Philadelphia and Trenton Railroad

Amboy and Philadelphia and Trenton Railroad Company's lines FROM PHILADELPHIA TO NEW YORK and way places, from Wainut street whan, will leave as follows, viz.:follows, Viz.:- At 6 A. M., v. a Camden and Amboy Accommoda-At 8 A. M., via Camden and Jersey City Express. 3 00 At 2 P M. via Canden and Ambov Express. 2 23 At 12 M. (noon) and 8 P. M., via Canden and Ambov Express. 2 25 At 12 M. (noon) and Sp. M., via Camden and Ambov Express. 2 25 At 8 M. (noon) and Sp. M., via Camden and Ambov Express. 2 25 At 8 M. (noon) and Sp. M. (noon

hoy Accommodation (Freight and Passenger)... 2 225

At 6 and 11 30 P. M.. via Camden and Amboy. Accommodation (Freight and Passenger), 1st class ticket... 150

At 6 and 10 A. M.. 2 and 5 P. M., for Mount Holiv, Ewansville, Pemberton and Vincentown; at 6 A. M., and 2 P. M., for Freehold.

At 6 and 10 A. M., 12 M., 3 30, 5, 6, and 11 30 P. M., for Palmyra, Elverton, Delanco, Ecveriy, Edgewater Burlington, Florence, Bordentown etc. The 1c A. M. and 5 F. M. lines run direct through to Trenton

LINES FROM KENSINGTON LEPOT WILL LEAVE AS FOLLOWS:

At 11 15 A. M., 4 30 and 6 45 P. M., via Kensington and Jersey City Express.

Express.

2 25

7 he 6-45 P. M. Line will run dally. All others Sundays

Express
The 645 P. M. Line will run delly. All others Sundays
excepted.
At 756 and 415 A. M. 3, 336, 435, 5 and 645 P. M., and
12 Midnight, for Bristel Trenton etc.
At 7 A. M., 1950, 5, 5 and 6 P. M. or formwells. Torrisdale, Ho mesburg. Tacony. Wissinoming. Bridesburg
and Frankford, and at 8 P. M. for Holmesburg and
intermediate Stifftons
Lieuvildere Dellaware River Valley. Northern Pennsylvanta, and New York State, and the Great Lakes.
Two through trains daily (Sundays excepted) from
Kensington Depot as follows:—
At 736 A. M. and 330 P. M. for Niagara Falls, Buffale,
Dunkirk, Canandaigus, Eimira, Ithaca, Owege,
Rechester, Binghamton, 18 wego, Syracuse, Great
Bend Montrose Wilkesbarre, cranton, strondsburg,
Water Gap, Belvidere, Easton, Lambertville Flemington, etc. The 236 P. M. Line connects direct with the
Train leaving Easton for Mauch Chunk, Allentown,
Belblichem, etc.
At 5 P. M. for Lambertville and intermediate Stations.
For New York, and Way Libes leaving Kensington
Depot, take the cars of Firth street, above Walnut, hair
an hour before departure. The cars run into the Depot,
and on arrival of each Train, run from the Bepot. On
Sundays omnibuses will leave Walnut street wharf at 6
P. M. to connect with 645 P. M. line.
Fifty Founds of Bagrage only allowed each Passenger.
Passens era are prohibited from taking anything as baggage but their wearing apparel. All baggage over fifty
pounds to be paid for extra. 'he Company himit their
responsibility for baggage checked direct through to
Boston.
Graham's Baggage Express will call for and deliver
baccare at the Liebout. Orders to be left at 3 Walnut st

Bosion Graham's Bagyage Express will call for and deliver baggage at the Depots. Orders to be let' at 3 Walnut st Lines From NEW YORE FOR PHILADELPHIA Will leave from foot of Cortland street At 12 M and 4 P. M., via Jemey City and Camden. At 7 and 10 and 11% A. M., 6 P. M. and 12 Night, via Jersey City and Rensington. From Pier No. 1 North river, at 6 A. M. and 2 P. M., via Amboy and Camden.

At 12 M. 3 and 6 P. M. (Freight and Passenger), via Amboy and Camden.

Amboy and Camden. Jun. 15. 1866. WILLIAM H. GATZMER, Agent

DENNSYLVANIA CENTRAL RAILROAD
The trains of the Pennsylvania Central Railroad loave
the New Depot, at THIRTETH and MARKET Streets.
The cars of the Market Birect Passenger Railway run
to and from this Depot They leave Front street
every two minutes, commencing one hour previous
to the time of departure of each Train, and allow about
10 minutes for a trip. Their cars are to waiting on the
sarrival of each Train, and connections are made with all
roads crossing Market atreet.
On Sundays—Cars leave Eleventh and Market streets
at 6-6 P. M. to connect with Pinburg and Eric Mail
and at 10-25 P. M. with Philadelohia Express.
Mann's Bagage Express is occased at S. oll S. Eleventh
street. Parties desiring Baggage taken to the trains can
bave it done at reasonable lates upon application to him.
TRAINS LEAVE AND ARRIVE, AT DEPOY, THUS:—
LEAVE.

21, 730 A. M.

Philadelphia Express. ARRIVE. at 1:30 A M
Cincinnati Express. ARRIVE. at 1:30 A M
Philadelphia Express. 7:10 "
Paoli Accommodation, No. 1 "8:25 "
Parkesburg Train "12:5 "
Lencanger Train "12:5 "
Paoli Accommodation, No. 2 "4:40 "
Day Express "5:45 "
Hartisburg Accommodation "6:40 "
Philadelphia Express Icaves daily Pittsburg and
Eric Mail leaves daily (except Saturday). All other
trains daily (except Sunday)
The Pennsylvania Bailroad Company will not assume
any risk for Bagyage exceeding that amount in value
will be at the risk of the owner, unless taken by special
contract
THOMAS H. PARKE, Ticket Agent at the Depot. CONTRACT
THOMAS H. PARKE. Ticket Agent at the Depot.
Ah Emigrant Train runs daily (except Sunday). For
full information as to fare and secommodation, apply to
FRANCIS FUNE No. 181 Dock Street

RAILROAD LINES.

PHILADELPHIA, WILMINGTON, AND BAL

11h ORE RAILHOAD.

TIME TABLE .-- commencing MONDAY. January 8,
1868.—Trains will knye Deput, corner of BROAD street
and WASHINGTON Avenue, as follows:

Express Train at 405 A. M. (mondays excepted), for
Baltimore and Washington stopping at Wilming on,
Perfyvil c. Havre-de-Grace Aberdoen, Ferryman's,
manolia and Stemmer's Run

De aware Refroad Train at 8:15 A. M. (Sunday excepted), for Salisbury, Mi ford, and intermediate
stallons. cepted. for Salisbury, Mi ford, and intermediate stations.

Way Mail Train at 9 15 A. M. (Sundays excepted), for Baltimore stopping at Cheater, Thurlow Linwood, Claymont, and all regular stations between Wimington and Baltimore.

Express Train at 2 45 P. M. (Sundays excepted), for Patlimore and Washington, stopping at Cheater Claymont, Wimington, Newark Ekton North-east Perryvile. Have de Grace, Aberdeen, Perryman's, Magnots and Steminer's Rus.

Night Express at 11 15 P. M. for Baltimore and Washington, Stopping at Chester Thurlow, Linwood, Claymont Wilmington, Newark, Ekkon, North-East, Perryvile Hand Havre de Grace.

Passengers by Boat from Baltimore for Fortress Monroe, Northie, tity Point and Richmond will take the 9 15 M. M. Train.

As an additional accommodation for those holding Through Tiexets for Baltimore, Washington and Scultern points, a Special Car will leave the Philadelphia Depot at 11 25 A. M., connecting at Gray's Ferry with the Morning I Nore's rain from New York.

WILMI GTON ACCOM 400 Villon TRAINS.

Stopping at all Stations between Philadelphia and Wilmington.

Leave Philadelphia at 8 15 and 11 15 a. M., and 220, 500, and 700 P. M. The 3 20 P. M. train connects with Delaware Railroad for Milrod and intermediate stations.

Leave Wilmington at 7 00 8 15 and 9 30 a. M., and 3 00 and 5 00 P. M.

THROUGH TRAINS FROM BALTIMORE.

Leave Chester at 8 01, 8 58, and 10 14 a. M., and 12 36, 3 43, 5 01 6 44 and 16 20 P. M.

FIROM RAILTIMOR: TO PHILADELPHIA.

Leave Chester at 8 01, 8 58, and 10 14 a. M., and 12 36, 3 45, 5 01 6 44 and 16 20 P. M.

FIROM RAILTIMOR: TO PHILADELPHIA.

Leave Chester at 8 01, 8 58, and 10 14 a. M., and 12 36, 3 45, 5 01 6 44 and 16 20 P. M.

FIROM RAILTIMOR: TO PHILADELPHIA.

Leave Chester at 8 01, 8 58, and 10 14 a. M., and 12 36, 3 45, 5 01 6 44 and 16 20 P. M.

FIROM RAILTIMOR: TO PHILADELPHIA.

Leave Chester at 8 21 and 11 50 P. M.

Leave Chester at 8 22 and 11 50 P. M.

Leave Chester at 82 A. M. or Baltimore at 4 10 P. M.

Leave Chester at 82 A. M. or Baltimore and Washway Mail Train at 9 ls A. M. (Sunday s excepted), for

SUNDAY TRAINS.

Express Train at 400 A. M. or Baltimore and Washington, stopping at Weimington, Perryu 16. Havro-de-Grace, a berdeen, Perryman's, Magno Ia, and Stommer's Run. tun.

Night Express II 15 P. M., for Baltimore and Washngton, stopping at Chester Thur ow Inwood, Clayment, Witmington Newark Elkion, Northeast, Perry-A special train will eave Philadelphia for Wilmington

A special train will cave Philadelphia for Wilmington for intermediate stations a 2 P. M.

BAL IMORA FOR PHILADELPHIA

Leave Baltimore at 9-25 P. M. stopping at Hayre-deGrace, Perryville, and Wilming on. Also stops at Ektton and Newark (to take passengers or Philadelphia and
leave passengers from Washington or Baltimore) and
Chester to leave passengers from Baltimore or Washington. Ington.
A special train will leave Wilmington for Philadelphia and intermediate stations at 630 P. M.
Freight train, with passenger car attached, will leave Wilmington for Perryville and intermediate s ations a od P. M.

II. F. K. P. N. F. Y. Superintendent. NORTH PENNSYLVANIA RAILROAD.

Depot, THERD Street above Thempson.

For BETHLEHEM, DOYLISTOWN, MAUGE
CHUNK, EASTON WILLIAMSPORT and WILKES BARRE. At 730 A. M. (Express), for Bethlebem Allentown, Mauch thunk, Hazleton Willamsport and Wilkes At 730 A. M. (Express), for Bethlebem Allentown, Mauch Chunk, Hazleion Williamsport and Wilkesbarre.

At 230 P. M. (Express), for Bethlebem, Easton, etc., reaching Easton at 6'45 P. M.

At 515 F. M. for Bethlebem, Allentown, Mauch Chunk, Danyille and Williamsport

For Doviestown at 8:35 A. M., 2:30 and 4:15 P. M.

For Fort Washington at 10 A. M. and 11 P. M.

For Lansdale at 5'15 F. M.

White cars of the Second and Third Streets Line City

Passenger Cars run direct to the depot

TRAINS FOR PHILADELPHIA,

Leave Bethlehem at 6:25 A. M., 3:15 and 5:30 P. M.

Leave Doy estown at 6:30 A. M., 3:15 and 5:30 P. M.

Leave Landale at 6:10 A. M., 3:15 and 5:30 P. M.

Leave Fort Washington at 10:30 A. M., and 2:15 P. M.

Philadelphia for Boin enem at 9 A. M.,

Philadelphia for Boin enem at 3 P. M.

Doylestown for Philadelphia at 7:20 A. M.

Bethlehem Exphiladelphia at 7:20 A. M.

Bethlehem Exphiladelphia at 4 P. M.

Through Tickets must be procured at the ticket offices,

THIRD Byeet & BERES Street.

8 ILIS CLARK. Agent

TREIGHT LINES FOR NEW YORK AND REIGHT LINES FOR NEW YORK AND

a i the Stations on the CAMDEN and AMBOY and
connecting Railroads Increased despatch.

THE CAMIES AND AMBOY RAILROAD AND
TRANSFOR ATION COMPANY FREIGHT LINES
for New York will leave WALNUT Street Wharf at 5
o'clock P. M., daiv (Sundays excepted)
Freight must be delivered be ore 4% P M., to be forwarded the same day. Returning, the above lines will
leave New York at 12 noon, and 4 and 8 P. M.
Freight for Trenton. Frinceton, Ringston New Bruns
wick and all points on the Camden and Amboy Railroad; also, on the Belvidere Delaware and Flemington; the New Jersey the Freehold and Jamesburg, as
the Burlington and Mount Helly Rai roads, received and
forwarded up to 1 P. M.
The Belvidere De aware Railroad connects at Phillipsburg with the Lehigh Valley Railroad and at Menur-

The Belvider De aware Railroad connects at Philipsburg with the Lehigh Valley Railroad, and at Manunkachunk with all points on it e Delaware Lackawanna, and Western Railroad, forwarding to Syracuse, Buffa o, and o her points in \(\) estern New York.

The New Jersey Centra Railroad and at Newark with the New Jersey Centra Railroad and at Newark with the Morris and Essex Railroad

A silp memorandum specifying the marks and numbers shippers and consignees must in every instance, be sent with eac load of goods or no receipt will be given Increased facilities have been made for the transportation of Live Stock. Drovers are invited to ity the route When stock is furnished in quantities of two car-loads or more, it will be delivered at the foot of Fortieth street hear the Drove Yard, or at Fier No. 1 orth river as the shippers may designate at the time of shipment. For terms, or other information, apply to WALTI R FREEWAN, F. eight Agent, 11 No. 226 S. Di Laware Awards Philadeiphia.

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILBOAD.
On and after WEDNESDAY, November 1st, 1865, until in and after WEDNESDAY, November 1st, 1865, until Further Notice. FOR GI RMANTOWN Leave Philadelphia 6, 7, 8, 9, 10, 11, 12 A. M., 1, 2, 3*10, \$1, 4, 5, 5%, 8, 7, 8, 9, 10, 11, 12 F M, Leave Germantown 6, 7, 716, 8, 8, 28, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 4%, 6, 6%, 7, 8, 9, 10, 11, P. M, The 8, 26 cown train, and 3% and 5% up trains will not

The 8 26 cown train, and 3% and 5% up trains will not stop on the Germantown Branch.

ON SUN DAYS.
Leave Philadelpnia 9:19 A. M., 2, 7, 10% P. M.
Leave Germantown S. A. M., 1, 6, 9% P. M.
CHESNUT HILL RAILROAD.
Leave Philadelphia 6, 8, 10, 12 A. M., 2, 3, 3% 5%, 7, 9, and 11 P. M.
Leave Chesnut Hill 7:10 minutes, 8, 9, 40, 11, 40 A. M., 40, 3, 40, 5, 40, 6, 40, 8, 40, and 10, 40 minutes P. M.
CON SUNDAYS.
Leave Philadelphia 9:10 minutes A. M., 2, and 7 P. M.
Leave Chesnut Hill 7:40 minutes A. M., 12, 40, 540, and 9:20 minutes P. M.
FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia 6, 835 minutes, 11, 95 A. M., 15, 3. Leave Philacelphia 6 8:26 minutes, 11:05 A.M., 1%, 3.
1%, 5%, 6%, 8:05 minutes, and 11½ P. M.
Leave Norristown 5%, 7, 7:50, 9, 11 A.M., 1%, 4%, 6, and
P. M. Sey Norristown 3s. 1, 100. 9, 11 A. M., 131, 832, 6, and 8 P. M.
The 5% P. M. train. will stop at School Lane Wisashickon, Manayunk, Spring Mil., and Conshohocken only.

Leave Philadelphia 9 A. M., 2% and 7 P. M.
Leave Norristown 7 A. M., and 5 P. M.
FOR MANAYUNK.

Leave Philadelphia 6 8 25 minutes, 11 05 A. M., 15, 3, 45, 5%, 5%, 805, and 115 F. M.
Leave Manayunk 6%, 7%, 820, 9%, 115, A. M., 2, 5, 6%, 85 P. M.

ON SUNDAYS,
Leave Philadelphia 9 A. M., 23, and 7 P. M.
Leave Manayunk 75 A. M. 56, and 8 P. M.
W. S. WIL-ON, General Superintendent,
Depot SINTH and GREEN Streets

Leave Miniayunk 7% A. M. 5%, and 8 P. M.

W. S. WILL ON. General Superintendent.

Depot SINTH and GREEN Streets

W. EST JERSEY RAILROAD LINES.—

Form foot of MARKET Street (Upper Ferry).

Daily, except Sundays

FALL AND WINTER ARRANGEMENT.

Commencing WEDNESDAY. November is 1895.

For Bridgeton, Salem, and all Stations on West Jersey and Salem Railroads, at 9 A. M. and 330 P. M.

For Millyllia and all intermediate Stations, at 9 A. M., and 31. M.

For Cape May and intermediate Stations at 9 A. M., to Millyllia, connecting with Freight Train Passenger Car attached for the May, due 3 b P. M., and 2 P. M.

For Glassboro and intermediate Stations, at 9 A. M., and 2 9 P. M.

For Woodbury, Gloucester, etc., at 9 A. M., 3, 330 and 336 P. M.

For Woodbury, Gloucester, etc., at 9 A. M., 3, 330 and 336 P. M.

Freight train will leave Phi adelphia, from Sandford's wharf, at 16 A. M., and Camden at 12 M.

THE WEST JERSEY EXPRES COMPANY will attend to all the usual branches of express business, receive, deliver, and forward through other responsible Express Companies to all parts of the country, any article infrusted to them.

A Special Nessenger accompanies each through train. Office, No. 5 Wanut street

1865 —PHILADELPHIA AND ERIS RAIROAD.

This great line traverses the Northerd and Morthwest countries of Pennsylvania to the city of Frie, on Lake Eile. It has been leased and it is operated by the Pennsylvania Railroad Company. IS AT PHILADELPHIA.

Arrive Eastward—Frie Mail Train, 1740 P. M.

Leave Westward—Frie Mail Train, 1740 P. M.

Leave Westward—Frie Mail Train, 1740 A. M.

Leave String and String Passenger accompanies of the country, any article infrusted to them.

No change of cars to the country of Frie, on Lake Eile. It has been leased and it is operated by the Pennsylvania at the city of Frie, on Lake Eile. The second Company is a second company is a second company in the second company is a second company in the second company is a second company in the second company is a second company. It agains and the secon